

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. The program for the improvement of military communications in the 2 Military District was devised by Soviet Military engineers in the Spring of 1952. Work was begun in the summer on linking Pécs, the district headquarters, with all its divisional and regimental headquarters and with other military and frontier-guard installations and outposts.
2. Pécs will be linked direct with Budapest by a superhighway running from the capital through Dunaföldvár, Paks, Szegszárd, to Pécs. Previously military traffic had to go through Mohács and thence by a minor road to Pécs. The superhighway has been completed as far as a point just south of Pécsvárad. Not all of this road, however, is completely new, existing road stretches having been incorporated.
3. The 2 Military District road program, wherever possible, relies on widening and resurfacing existing roads and consists of the following:
 - a. Pécs-Mohács:
To link up with the frontier guard headquarters, the engineer unit, and the Danube traffic route supply point. Also to act as the 2 District's main subsidiary route to Budapest and to the 3 Military District at Szeged. It is being resurfaced and widened to 8 meters.
 - b. Pécs - Siklós:
To link up with the two main frontier guard bases in Siklós and Harkány. The stretch between these two bases is at present merely a dirt track. All to be widened to 6 meters and concreted.

25 YEAR RE-REVIEW

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c. Pécs - Barcs:

Via Szigetvár, where a signal unit is stationed. To be widened to 6 m. and concreted.

d. Pécs - Dombóvár - Kaposvár - Nagykanizsa:

Dombóvár	Regimental headquarters
Kaposvár	Division headquarters
Nagykanizsa	Garrison of motorized infantry and a tank unit

All to be widened to 8 m. and resurfaced. Work is well underway and several temporary detours have been constructed.

e. Dombóvár - Tamási:

Tamási Infantry regiment.

Widened to 6 m. and resurfaced.

f. Lateral Roads along the Border:

A network of completely new, as well as reconstructed roads, all 6 m. in width, are being repaired along the Hungarian-Yugoslav frontier. The purpose for this network is to facilitate rapid lateral communication between units. They include, among others, the following:

- 1) Nagyatád (signal unit and frontier guards) - Csurgó (headquarters of frontier guard regiment): 6 m. wide. Not concreted. Almost completed.
- 2) Csurgó - Ikarosberény - Nagykanizsa (headquarters of two regiments) 6 m. wide. Not yet started.
- 3) Harkány - Sellye (frontier guard unit).
- 4) Sellye - Drávafok - Road and rail junction northeast of Barcs.
- 5) Barcs - Nagyatád.
- 6) Nagyatád - Somogyszob.

The first two are completely new roads and the last four reconstructions.

4. Most of the road-building machinery in use is either Russian or Czech. The Czech is in good condition though not always new and stands up to the work well. It is always delivered with spares. The Russian, however, is inefficient, frequently extremely old. No spares are available and breakdowns are frequent.
5. A new surface, allegedly a recent Soviet invention is being used on parts of the Budapest - Pécs and other main military roads. This has been developed in order to protect the road from deterioration from heavy tanks. The surface of the road where this process is used is waterbound macadam but between layers of stone machines pump a thick heavy liquid which arrives ready-made in tanks. Its composition is unknown.
6. Labor from concentration camps is employed on the main highways. This slave labor is, however, never used on roads anywhere in the immediate vicinity of the frontier.

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7. As an integral part of the communications improvement program, air, rail, and telecommunications are being overhauled. Inter-unit air links are being organized within 2 Military District, for instance, the headquarters at Pécs is in constant touch by air with the division and regimental headquarters at Tab, since the road between the two towns is still in poor condition for regular vehicular traffic.

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